

COTTMAN & CO.  
COTTMAN & CO.  
E. S. S. JAPAN.  
WHITE SHIRTS,  
DRESS SHIRTS,  
WASHING SCARVES,  
&c., &c., &c.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES No. 696. 日五十八年三十二號光

SATURDAY, SEPTEMBER 11, 1897.

大利

號十一月九英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$300,000  
RESERVE FUND.....\$100,000  
INTEREST ALLOWED.....\$100,000  
REBATE.....\$100,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balance.

On Fixed Deposits for 12 months.....4 per cent.

" " " " 3 " " 2 "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 2nd June, 1897. [131]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital.....\$1,000,000

Subscribed Capital.....\$100,000

HEAD OFFICE—HONGKONG.

Court of Directors—  
D. Gillies, Esq. Chan Kit Shan, Esq.  
H. Stolteforth, Esq. Chow Tung Shang, Esq.  
J. T. Lauts, Esq. Kwan Hot Chuen, Esq.  
Acting Chief Manager,  
GEO. MUNRO.

Interest for 12 months Fixed, 5 per cent.  
On Current Account, Daily Balance 2 per  
cent per annum.

Hongkong, 11th August, 1897. [17]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$7,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
ST. C. MICHAELSEN, Esq., Chairman.  
Hon. J. J. BELL-IRVING, Esq., Deputy Chairman.  
C. BOURMAN, Esq. A. J. Raymond, Esq.  
G. D. BÖHLIGER, Esq. R. L. Richardson, Esq.  
G. E. DODWELL, Esq. R. Shaw, Esq.  
R. M. Gray, Esq. N. A. Sleath, Esq.  
David Gebay, Esq. Gerald Slade, Esq.

CHIEF MANAGER:  
Hongkong—T. JACKSON, Esq.  
MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 3 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.

T. JACKSON,  
Chief Manager.  
Hongkong, 14th August, 1897. [18]

HONGKONG SAVINGS' BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

T. JACKSON,  
Chief Manager.  
Hongkong, 1st August, 1897. [19]

INSURANCES.

THE MANCHESTER FIRE INSURANCE  
COMPANY.

ESTABLISHED A.D. 1834.

CAPITAL, FUND AND SECURITY.....\$1,000,000  
NET ANNUAL FIRE PREMIUM.....\$75,478

HAVING been appointed AGENTS of the  
above Company, we are prepared to accept  
EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLLIDAY, WISE & CO.,  
Agents.  
Hongkong, 2nd January, 1897. [24]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept FIRE  
RISKS at CURRENT RATES.

SEIMMEN & CO.,  
Hongkong, 23rd May, 1897. [25]

GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY  
LIMITED.

CAPITAL, TALES.....\$60,000  
EQUAL TO.....\$315,115.43

RESERVE FUND.....\$315,000.00

BOARD OF DIRECTORS.

THE SINGH MANUFACTURING  
COMPANY.

THE Under-signed having been appointed  
SOLE AGENT in HONGKONG for the  
above-named COMPANY, has now in Stock a  
variety of SWINGING MACHINES, also necessary  
implements and Accessories, which are  
now on View at his Office No. 1, Duddell  
Street.

GEO. R. STEVENS,  
Hongkong, 6th September, 1897. [136]

WANTED.

FOR the OFFICERS' MESS, 1st West York-  
shire Regiment, AN EXPERIENCED  
COMPRADOR, to care for an average  
of Officers at \$1.25 per head per diem, inclusive  
of Morning and Afternoon Tea.

Applicants can be seen by the Mess President  
at the Mess Office, Murray Barrack, every day  
at 2 to 4 P.M.

Hongkong, 8th September, 1897. [137]

THE LEADING CATERERS.

COMPARE OUR  
MENU, BILLIARD TABLES AND

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [134]

THE LEADING CATERERS.

THE KUHN & KOMOR,  
JAPANESE-FINE ART, CURIOS,

31 & 32, QUEEN'S ROAD, HONGKONG.

35, WATER STREET, YOKOHAMA  
and

36, DIVISION STREET, KOREA.

Hongkong, 15th March, 1897. [137]

THE KUHN & KOMOR'S  
UNIQUE OVER 20 YEARS.

WITH THE UNEQUALLED SUCCESS.

THE KUHN & KOMOR'S  
UNIQUE OVER 20 YEARS.

THE KUHN & KOMOR'S  
UNIQUE OVER 20 YEARS.</

To-day's  
Advertisements.

CUSTOMS NOTIFICATION.

I HEREBY publish for general information the PROVISIONAL REGULATIONS OF TRADE on the WEST RIVER.

The Chinese text of these Regulations is now being published by the Viceroy of Canton and the Superintendent of Customs in the form of a joint Proclamation.

E. B. DREW,  
Commissioner of Customs,  
Custom House,  
Canton, 10th September, 1897.

CHINESE IMPERIAL MARITIME CUSTOMS.

PROVISIONAL REGULATIONS OF TRADE ON THE WEST RIVER.

The following Regulations set forth the general conditions under which vessels of different classes are permitted to trade on the West River under the Special Article of the British Treaty of 4th February, 1897.

These Regulations consist of Five Sections, viz.—

SECTION I.—Regulations for Foreign vessels holding National or Colonial Registers.

SECTION II.—Regulations for Foreign vessels not holding National or Colonial Registers, and allowed to trade under West River Certificates.

SECTION III.—Regulations for Steamers and Launches under the Chinese Flag.

SECTION IV.—Regulations regarding Towing.

SECTION V.—Duty Rules.

REGULATIONS FOR FOREIGN VESSELS HOLDING NATIONAL OR COLONIAL REGISTERS.

1.—All British and other Treaty-power vessels holding National or Colonial Registers are authorized to trade on the West River at the open ports of Samshu (Kongkow) and Wuchow.

2.—Further, the following four places, viz.: Kongmoon, Kumchuk, Shihlung, and Takking are established as Places of Call (also termed "Stages") for the landing and shipping of passengers and goods by steamers furnished with a Six Months' Special River Certificate, as provided for in Rule 3 below.

3.—All steamers specially reported by the Consul to the Canton, Samshu or Wuchow Customs having deposited their National or Colonial Registers at the Consulate, will be accepted by the Customs at Canton, Samshu (Kongmoon), and Wuchow in lieu of Consular Report, and will also be recognized as an authorization to trade at the Four Places of Call. No vessel except steamers provided with the Special River Certificate will be allowed to land or ship passengers or goods at the Places of Call (See below Rule 3 in Section II below.)

4.—Vessels proposing to trade on the West River must provide themselves with an Arms Certificate. This Certificate, which is to be made on a form supplied by either the Kowloon, Lappa, or Canton Customs, and signed by the Captain, must state the number of muskets, guns, swords, etc., and the quantity of ammunition carried by the vessel for self defence. The Arms Certificate may also, if preferred, be taken out at the same time and place with the West River Pass (Rules 6 and 8 below).

This Certificate once taken out, does not require to be renewed, but remains valid so long as it is correct. It will be held by the Customs at the stations named below, where vessels are required to stop when passing into Chinese waters, and it must be exhibited whenever called for by the customs authorities.

Arms, etc., found in excess of the Certificate are liable to confiscation; and a vessel detected trading in arms or munitions is liable to the penalties prescribed in the 43rd Article of the British Treaty of Tientsin.

5.—All vessels about to proceed up the River from the sea direct (Hongkong, etc.) must enter either by Wangmoon or Motomou ("Broadway"). Entering by Wangmoon, they must take the Kerr Channel and Junction Channel and pass into the West River at Flot Cliffs.

These are the only routes permitted on the voyage inwards or outwards from the sea direct. (N.B.—The route via Canton is provided for in Rule 7 below.)

6.—On every voyage, vessels entering the West River by Wangmoon are required to report at the (Lappa) Customs stations there; those taking the Broadway must report at the Mongchao (Lappa) Station. They will be inspected without unnecessary delay on arrival, the quantity of arms, etc., on board will be noted, and Arms Certificate issued, if not already present.

7.—Vessel proceeding to the West River from Canton are required to take the following route, viz.: Hill Passage—Salwan Channel—Talling Channel, and Janciong Channel, entering the West River at Flot Cliffs. (British Admiralty Chart No. 2162.) Returning from the West River to Canton, the same route is to be adhered to.

8.—Vessels visiting the West River from Canton must take out the West River Pass at Canton. When about leaving Chinese waters, the Pass issued at Canton must be valid at that port, and surrendered at Capulmou; or if the vessel concerned goes out via Broadway or Wangmoon if the vessel leaves Chinese waters at those places. Shall the vessel, however, go out by the Canton Channels (Rule 7 above), the West River Pass has to be valid at Canton and surrendered at Capulmou.

9.—Vessels taking other than the above prescribed routes into or out from the West River are liable to a fine not exceeding 100 taels.

Vessels found in the West River without the West River Pass will not be allowed to trade, and will be required to leave Chinese waters. For a second offence a fine not exceeding 500 taels will be imposed.

Vessels bound out and failing to surrender the Pass in accordance with the preceding rules are liable to a fine not exceeding 100 taels.

10.—When taking out the West River Pass, vessels must hand to the Customs a duplicate manifest of all the cargo on board, showing also Port or Stage of destination of each portion, if possible.

11.—The Customs Officials will be at liberty to seal the batches of vessels entering or trading in the West River. Seals must not be broken before the vessel reaches the next Port or Stage at which the vessel wishes to work cargo, on pain of a fine not to exceed 100 taels. Customs employs may be put on board vessels to accompany them for purposes of surveillance.

12.—Merchandise for shipment or discharge at Stages may only be shipped from or landed into licensed native cargo boats; and it must not be removed therefrom till duty has been paid or payment satisfactorily arranged. If other than licensed cargo boats are employed, the goods will be confiscated and the boatmen punished. Only authorized jetties may be used for the shipment or discharge of cargo.

To-day's  
Advertisements.

SECTION II.—  
REGULATION FOR FOREIGN VESSELS NOT HOLDING NATIONAL OR COLONIAL REGISTERS, AND ALLOWED TO TRADE UNDER WEST RIVER CERTIFICATE.

[N.B.—Section I. of the present Regulations assumes that all vessels proposing to trade on the West River under the Treaty of 4th February 1897, will hold National or Colonial Registers, and be regularly reported by their Consuls according to Treaty etc. etc. There are, however, other classes of vessel to be provided for, such as especially Foreign-owned steam and other vessels, which for various reasons do not hold National or Colonial Registers. For these classes, special provision is expedient; and accordingly they will be allowed to trade under WEST RIVER CERTIFICATE in lieu of Register, and in accordance with the following Rules which are to be in force till 30th June, 1898.]

1.—Foreign-owned steam vessels and Foreign-owned vessels not being steamers, if not holding National or Colonial Registers, are permitted to trade on the West River under the West River Certificate.

2.—Native Goods shipped from Samshu for either Kongmoon, Kumchuk, Shihlung or Takking pay a full duty at Samshu.

3.—Native Goods shipped at Wuchow for Takking or Shihlung pay full duty; for Kumchuk or Kongmoon full and half duty. Payment is to be made at Wuchow.

4.—Native Goods exported down river from Takking or Shihlung pay full duty at Samshu, whether intended to be left there, or to be sent thence abroad (to Hongkong, etc.)

5.—Native Goods from Takking or Shihlung for Canton pay full and half duty at Canton.

6.—Native Goods shipped at Kumchuk or Kongmoon to be sent abroad or to Canton pay full duty at Stage of shipment.

7.—Native Goods which have paid a full duty or more under the three preceding rules, if declared at once on arrival at Samshu or Canton (as the case may be) to be re-exportation abroad, and if actually re-exported within 12 months, will be charged no further duty. If not so declared and re-exported, such goods will be charged a full duty of exportation.

8.—Native Goods from Kongmoon to Wuchow pay at Kongmoon full and half duty; from Kumchuk to Wuchow they pay at Kumchuk full and half duty.

9.—Native Goods from Shihlung and Takking pay at Wuchow pay at Wuchow full duty.

The above Regulations and Rules are provisional for a year, and are to be added to, rescinded, or amended as experience and local requirements may dictate.

Custom House,  
Canton, 10th September, 1897. [1394]

To-day's  
Advertisements.

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4.—Native Goods exported down river from Takking or Shihlung pay full duty at Samshu, whether intended to be left there, or to be sent thence abroad (to Hongkong, etc.)

5.—Native Goods from Takking or Shihlung for Canton pay full and half duty at Canton.

6.—Native Goods shipped at Kumchuk or Kongmoon to be sent abroad or to Canton pay full duty at Stage of shipment.

7.—Native Goods which have paid a full duty or more under the three preceding rules, if declared at once on arrival at Samshu or Canton (as the case may be) to be re-exportation abroad, and if actually re-exported within 12 months, will be charged no further duty. If not so declared and re-exported, such goods will be charged a full duty of exportation.

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9.—Native Goods from Shihlung and Takking pay at Wuchow pay at Wuchow full duty.

The above Regulations and Rules are provisional for a year, and are to be added to, rescinded, or amended as experience and local requirements may dictate.

Custom House,  
Canton, 10th September, 1897. [1394]

A CHALLENGE.

PRIVATE MOORE, W.Y.R., is agreeable to sign articles to RUN ANY MAN in Hongkong a distance of 320 yards for the Championship of the Colony.

Hongkong, 11th September, 1897. [1397]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on SATURDAY, the 2nd October, 1897, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 2nd October, both days inclusive.

By Order of the Board of Directors,

W. H. RAY,  
Secretary,  
Hongkong, 11th September, 1897. [1395]

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain F. W. Schell, will be despatched for the above Port on MONDAY, the 13th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to

SIEMSEN & CO.,  
Hongkong, 11th September, 1897. [1395]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Ports on TUESDAY, the 14th instant, at 11 A.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 11th September, 1897. [1398]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Maddow, will be despatched as above on TUESDAY, the 14th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 11th September, 1897. [1399]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISU,"

Captain Galsworthy, will be despatched as above on THURSDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 11th September, 1897. [1396]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

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Hongkong, 11th September, 1897. [1396]

FOR SINGAPORE, PENANG AND CALCUTTA.

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General Managers.

Hongkong, 11th September, 1897. [1396]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship</p

# THE HONGKONG TELEGRAPH, SATURDAY, SEPTEMBER 11, 1897.

ANYONE who has noticed the way in which the Chinese builders scamp their work can hardly be surprised that houses collapse now and then. A few days ago we noticed the Chinese method of blocking up the holes left in the wall of a building for the scaffolding supports to be put through. Instead of each hole having one or two bricks neatly fitted into it, a jumble of odd scraps was thrown in and the hole covered by a dab of mortar. No wonder that walls crack and bulge and collapse when weak spots are left in them in this manner.

TO-DAY the Chinese residents appear to be holding high carnival in many quarters. A reference to the Chinese Calendar shows that to-day is the "Mid Autumn Festival" (*Chung Ch'ui Chih*) and also the day for the Feast of Lanterns. For weeks past litterer vendors were to be seen everywhere hawking gaily-coloured paper lanterns of grotesque shapes and they all seemed to drive a steady trade. The floating population of the harbour kept up a brisk fusillade of crackers all day and many of the junks, cargo boats and sampans off West Point presented quite a gala appearance. Many had fish-shaped and other lanterns hanging aloft and all affected big red flags and streamers, some of the latter being as long as a British warship's flying-off pennant. To-night also man will make *chinchia* Joss to muches.

The Chinese barber charged with drugging a woman and stealing from her sundry jewellery was brought up on remand at the Magistracy yesterday. Mr. Frank Browne, Acting Government Analyst, stated that in the bottles given to him to examine he had discovered *datura stra* powdered, and mixed with liquid, in one bottle he found .53 ozs. of hyoscyamus, which was the active poisonous stupefying principle of *datura stra*. The cup from which the woman drank showed no trace of poison but it had probably been used afterwards.

Complainant said she felt the poison three-quarters of an hour after drinking. The *datura stra* poison had no taste. Evidence was given as to complainant being received at the Civil Hospital and defendant being arrested. Complainant, recalled, said she tasted nothing wrong with the sambuca she drank. Prisoner stated that the bottle containing *datura stra* was used by him for the opium habit and the powders were also for his own private use. The pills were also to ease the opium habit. His Worship remanded the case till Wednesday next to enable enquiries to be made as to whether *datura stra* was used for the opium habit. At the same time he expressed the opinion that a man not in custody was more guilty than defendant. Sergeant Hall stated the latter was a barber in Wan Chai and was well known. The other was a travelling barber and nothing had been seen of him since.

## INTERESTING CHINESE EMIGRATION CASE.

In a supplement to this issue of the *Hongkong Telegraph* there will be found a very interesting article on the Palestine Limited Liability Company, a gigantic emigration scheme which is being pushed forward with a view to obtaining for the Jews in the near future full possession of Palestine. It is proposed to people the country with Jews and to set up there a democratic form of Government based in great measure upon what is considered best in English institutions.

CHRYSANTHEMUMS appear to be coming on well this year, the young plants looking strong and healthy, and are giving promise of a fine display of blossoms. The weather has been particularly suited to gardening so far, and the absence of high winds, which play such sad havoc with pot plants, has also been in the favour of the gardener and spared him the vexation of seeing his most promising efforts ruined when but half grown. The chrysanthemums are well advanced, and, although not so popular as the more showy chrysanthemums, promise a display.

We hear that a few snakes have already appeared in the paddy-fields but are in present too scattered to afford a good bag except to the sportsman who does not mind a long and hot tramp in the blinding sunshines. It is said that partridges are fairly plentiful this season in certain localities and altogether there seems to be a fair prospect of some decent sport later on. By the way, it is rumoured that many of the birds from Mr. May's game preserves have migrated to a different part of the island. Should this prove to be the case they will doubtless afford a pleasant variation to the bill of fare of some enterprising Hakka squatters.

Mr. Eich George reports re shipping stocks that "Steamboat's closest rival at \$32. Disasters found buyers at \$65, but more shares are on offer, although I hear that in the report to be published shortly a final dividend of \$3 per share (making \$6 or \$7 per cent. per annum in all for the working year) will be proposed. China Metals have buyers, but no sellers at quotation; an interim dividend of 3 per cent. has been declared on the company's preference shares, and same is payable on 1st proximo recording books closing from 25th to the 30th instant."

COTTON yarns from Japan and India have suffered considerably, remarks the *Yarns Mail*, in consequence of the serious fluctuations in the rates of exchange on Hongkong. The trade is almost at a standstill, buyers supplying only their immediate requirements. Of Japanese yarns, 20's in particular have suddenly fallen in value from \$3.50 to \$1.75 while there is scarcely any demand for 40's. As for Indian yarns, sales have to a certain extent been effected for both 10's and 20's, of ordinary and choice qualities. The export from Japan and India during two weeks ending the 12th ultima was 1,065 and 14,800 bales respectively, actual sales aggregating 400 bales for the former country and 8,642 bales for the latter. Prices varied from \$100 to \$110 for 10's, and from \$110 to \$112 for 20's.

We are surprised to learn from a letter in the *Times* (says the *Lancer*) the vessels of our fleet are not provided with ice-making machinery. For the sick in tropical waters "ice, we should have thought, is an absolute necessity. Yet it appears that it is not usual to find ice-making apparatus provided on our warships. If this be true, it can only be regarded as standing reproof to the Admiralty. With all the available steam power and machinery on board these vessels of the equipment of which we are well proud, there surely is lost space enough, be it ever so small, for an ice-making apparatus. The space required would by no means be large, and the cost would certainly be very trifling, especially when compared with other machinery on board. We hope the magistrate will be brought to the notice of the Admiralty and that they will see their way to remove any serious omission in the equipment of our men-of-war. It appears, however, from a letter from a firm of manufacturers in the *Times* that certain ships in the navy have recently been fitted up with ice-making apparatus, and that orders have been received to equip other ships of the fleet in a similar way. This is as it should be, but at the same time it indicates that not very long ago no such provision was made, so that the statements of the correspondent who first drew attention to the subject were probably right. Such machinery would be a very decided boon on board vessels on the China station especially.

AT the German Consular Court, Shanghai (before Dr. Zimmerman, and Messrs. J. Lemke, Melchers, T. F. C. Lemke and Count Butler) Mr. Stephen Voelkel, a pharmaceutical chemist, of the firm of Voelkel and Schedler, was charged with causing the death of Willard Arthur Chambers, aged 3 years and 10 months, by dispensing strichnines instead of santonine, as prescribed by Dr. Zeidius. It will be remembered that about a month ago the deceased was ill and the Doctor called in prescribed santonine, but by mistake the chemist made up strichnines, with the result that the child died soon after the supposed santonine was administered to him by his father. Defendant said that the ticket had been passed in the Harbour Office and he was charged with not attending there. He went there with the man who asked him to go abroad. This man brought him here with three others by the *Shantung*, but when the steamer arrived here he left and went to Taipingchuan. On the morning of the 8th he was walking on the Praya and met the same man who was taking the other three on board a steamer. He told witness that he had promised to go too and asked why he did not and then took him on board a steamer. While he was there he saw the Inspector to whom he complained. He did not go to the Harbour Office nor did he receive any advance. Defendant—If you did not want to go abroad why did you go on board?—After I went on board I changed my mind.

Defendant said that the ticket had been passed in the Harbour Office and he was charged with not attending there. He went there with the holder of the ticket and did not know how this man got it. He thought that the man was a brachcomber who got an advance from a boarding house keeper to emigrate to Singapore and, having seen the Inspector, he complained to him to try to be taken ashore instead of his having to jump overboard and swim ashore when the ship was at sea. Defendant—If you did not want to go abroad why did you go on board?—After I went on board I changed my mind.

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Mr. F. H. May, Capt. Superintendent of Police, said that this man was found on board with the passage ticket and the broker was responsible, otherwise the Ordinance was only waste paper.

J. L. Alves, clerk at the Harbour Office, was called and said that it was his duty to attend to emigration business. On this occasion the intending passengers attended at the Harbour Office and defendant was with them. They were informed by a Chinese interpreter where they were going and that they were free. Then, which was individually brought to him and when they were passed he chopped their tickets. Sometimes one man passed for three or four tickets, but when he recognised them he cancelled them. He could not say whether the witness Chu Ngan was there or not, but his ticket was chopped by him. Inspector Hansen said that that was all the evidence.

His Worship said he could not see an offence. Mr. May said that under section 33 the broker was responsible. He wanted a ruling as to whether the broker was responsible or not.

His Worship—Find that there was no offence committed; the charge is therefore dismissed.

## A MILITARY COURT-MARTIAL.

### A SERGEANT OF SUBMARINE MINERS CHARGED WITH EXTORTING MONEY.

A court-martial was held at the Garrison Library at noon to-day, on Young Fan, sergeant of the Submarine Miners. He was charged with conduct to the prejudice of military discipline in that he demanded and received money from the country with Jews and to set up there a democratic form of Government based in great measure upon what is considered best in English institutions.

The Court consisted of Major E. C. Mills, W.Y.R. (President), Capt. L. A. C. Gordon, R.A., and Lieut. F. H. Pilkington, W.Y.R. Capt. C. F. Mould, R.E., prosecuted, and Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) appeared for the defence.

This case was first heard on Thursday, when the whole day was occupied in taking the evidence of eight sappers for the prosecution and five for the defence. The evidence for the prosecution was that the defendant had persistently asked for money and the men gave him sometimes \$3, \$2 and \$1. The defendant told them that if they wanted to become sappers they would have to give him money, otherwise they would get into trouble. They got tired of this and reported the matter to their officer. The defence was that this was a concocted story.

On returning to-day, the Court was closed to consider its verdict. After about 15 minutes' consideration the prisoner was found guilty.

Capt. Mould was called to give evidence as to prisoner's character. He said prisoner had never been previously convicted and had no medals that could be forfeited. He had six years and 42 days' service. He served as a non-commissioned officer continuously; as such, for one month and half-year for six years. He had been imprisoned since the 7th inst. on this charge.

The Court was closed again to pass its sentence on the prisoner, which will not be made known until it is confirmed by the General Officer Commanding.

## A SENSATIONAL ARREST.

A somewhat sensational arrest took place on Peader's Wharf at about 10 a.m. to-day. Among the persons walking on the pier was a Belgian named Schults, at one time living at the Western Hotel. Balliff Brown, of the Supreme Court, served a writ on Schults and desired him to accompany him to the Court. Schults became very excited, and threw the paper on the ground. Brown then attempted to arrest the man, but owing to his violent resistance the aid of Chief Balliff Howell had to be summoned. The Belgian still resisted and spoke of what he would do if he had his revolver. Against the two officers, however, his efforts were futile and he was soon lodged in custody in the Balliff's office. The warrant was issued on the suit of the Hongkong Land Investment Company, for recovery of a sum of \$480 alleged to be due as 12 months' rent at \$40 per month for a house in Rippon Terrace taken by Schults, but never occupied by him. Two foreign ladies who had been in Schults' company followed him to his place of detention.

Later in the day, as no security was given for the payment of the amount claimed, the defendant was lodged in the debtors' prison.

## NAVAL NEWS.

LONDON, August 13th.

Engineer Arthur S. Crisp has been appointed to the *Whiting*, to date Aug. 13th.

Owing to the scarcity of filters the defects to the *Powerful*, cruiser, Captain the Hon. H. Lambton, cannot be made good in less than six weeks, after which she will leave Portsmouth to go to China.

In pursuance of the Admiralty's policy of strengthening the torpedo-boat destroyer flotillas on foreign service, seven of these vessels were commissioned at the Royal Dockyards on 10th inst. Amongst them the *Whiting* was commissioned at Portsmouth by Lieut. J. P. Barton, with a complement of 62 officers and men, for service on the China Station. The *Bad* was to have been similarly commissioned by Lieut. C. Tibbitts, but owing to defects in the rudder the crew were transferred to Devonport to commission the *Shark*. The dispatch of these destroyers will by no means weaken the reserve fleet at home, as no fewer than nine vessels of the type have been constructed for the Royal Navy during the last three years. The destroyers will be convoyed to their stations by cruisers. Now that the destroyers have shown themselves to be such a valuable addition to the strength of our fleet it will be extended to 10 or even 20 years, at the end of which period they would be retired unless further employed. These experienced soldiers would constitute an excellent reserve of officers. At the present time there are many desirable young men (of respectable family and who would make splendid soldiers) who are debarrased from joining the ranks of the Army, while others still serving in it are waiting to be themselves sent, not on account of the Icknield duties and hardships of a soldier's life, but because of their having to perpetually associate with comrades of an inferior and an uneducated class of men. Thus British annually loses some hundreds of the best of her sons, who now drift away to the Colonies or who are otherwise lost to the Army, and whose material would make some of the finest troops in the world.

The engine-room complement of the *Powerful* and *Terrific* is as follows:—One chief engineer, seven engineers, four chief E.R.A.'s, 14 E.R.A.'s, 27 leading stokers, first and second class, and 210 stokers and stokers second class. At present there are about 72 stokers second class in each ship. The original complement was 273 stokers; but this was reduced, before commissioning, to 210 stokers. Now application has been made to the Admiralty for the staff in each ship to be increased by two engineers, six E.R.A.'s, six leading stokers, and 60 stokers and stokers second class. Practically, the number asked for is that originally considered by the Admiralty as the proper complement for each vessel. The number, says a naval correspondent, is none too great. When working in three watches there are five stokers in each engine-room, and four stokers and stokers second class in each stokerhole; when working at full speed or nearly so it is necessary to put the men in two watches, which gives six men in each stokerhole. This is not enough; and it will be absolutely impossible, except under most dreadfully trying conditions, to steam full speed with the present complement for five days. If the *Powerful* and *Terrific* are to perform their important duties satisfactorily it is absolutely imperative that the Admiralty should make up its mind to man the ship properly. At present their efficiency is seriously impaired by the predilection in their complement.

ANOTHER 1ST CLASS CRUISER FOR THE CHINA STATION.

Chatham, August 9th.

The *Endymion*, cruiser, was placed in dock to-day to be overhauled and repaired. The work will be taken in hand without delay and the vessel brought forward for commission. It is understood she will be despatched to strengthen the fleet on the China station.

It will be remembered that the *Endymion* was out here lately in company with the *Mayfly* and brought relief crews for the ships on the station. The *Endymion* is a sister-ship to the *Grafton*.

## THE HUNT FOR MAT SALLEH.

### (From our Correspondent.)

Labuan, August 21st.

In my notes of the 18th August I stated that nothing had been heard of Mat Salleh for a week or two, but we had then been for some time without news from Sandakan. I now hear that at the time that Capt. Riddle was operating against him on the East Coast, Mr. Hastings, with ten policemen, was tracking his way through the jungle from the North, proceeding up the River Sugut, then making for Kluang, and hoping to come down thither via Timpausuk River or Tawau River to cut off his retreat to his headquarters on the Sugut Ulu. However, on the 8th instant, Mr. Hastings returned, I believe alone, to Sandakan, with the report that he had been intercepted by Mat Salleh, who was at the head of a very strong force. On the 9th Capt. Riddle left Sandakan on Mr. Hastings' route, accompanied by Mr. Barratt, with a strong contingent of police, and no news as to their movements has yet come to hand. Of course, the Government could not, under present circumstances, ignore such a report, but I should have very little faith in its truth, as the metal persons who gave up eating mutton, the price of beef would rise and that of sheep would fall. Up to 1870 the world was using gold and silver as money. Since then one nation after another has been in a struggle against the white metal; and gold has, as a natural consequence, gone up and silver down in comparative value. We have arrived at a point, now, when China and the Straits are almost the only countries where silver is freely emitted to serve as money; and the natural consequence is that silver, whose force would have been dissipated in a wider area, exert a concentrate force. The twin causes of the recent slumps are presumably the close of the Japan wars and the lessened Indian demand. The second cause may be alleviated with the return of prosperity. This is probably, as we remarked at the time, more sentimental than real; but the silver market is now so restricted that it is susceptible to sentimental effect. The *Times* is eager as ever to give silver a kick—imagines a, perhaps, well-grounded, belief that the result of the mission of Mr. Wolcott and his colleagues are not likely to prove satisfactory to the silver men. But what *The Times* says about silver should be taken generally in an opposite sense; and we are told, on the other hand, that H.M. Government is in communication with the Government of India, whose opinion is awaited before negotiations can be continued. From what causes, however, silver did, at any rate, suddenly fall, last week, nearly 10%, an er. below any previous record. It fell, under the combined influences of the close of the Indian mints and the Sherman Act, to 27d. on March 3, 1874. It fell—for reasons which not even *The Times* can venture to name—entirely to 25d. last week. And the T.T. fell to 25d. last week, while the rupee not only remains suspended like Mahomed's coffin, but actually rises a fraction to 1s. 3d. As its intrinsic value at 26d. an er. is barely 10d, the Government may, with good reason, see cause to proceed. They see Indian exports handicapped, on the one hand, 20 per cent., in competition with silver produce by the inflation; but the question how to get back to earth, if they so resolve, may also give cause for reflection.

In a position so anomalous it is natural that anomalies should abound. It is scarcely surprising, therefore, to find that, while 26d. is equivalent to a ratio of 35 to 1, the "weight" ratio—that is the relative weight of silver and gold produced during 1870—was only 15.8 ozs. to 1 oz. or, as nearly as possible, the old ratio of values. The fact has, of course, been noticed by all who had trouble in inferring themselves on the point, that there was no justification for a scale of values which had been brought about by the progressive exclusion of the white metal from use. Gold people talk of superabundant silver, and point to each successive inch of the widening gulf as proof of their wisdom in extracting a metal foredoomed by nature to become trash. To such it may be new that, through all the years 1870-95, in no year did the output of silver weigh twenty times that of gold, and the average was only 17.7. The fact goes far to establish our position that the present position of silver is due simply to "fancy," and it is a consideration that will weight, doubtless, with the Government of India in considering the question of reopening the mints. If the divergence were really due to over-production, they might fear a temporary crash in exchange if they suddenly reopened the mints and left the rupee to find its level. But if it is a result of disease, it is a natural presumption that *reapprovement* would follow promptly upon renewals. It is impossible to predict what precisely would happen. But we hazard a conjecture that, if the Indian mints are reopened simultaneously with those of France and the United States—as a result of the negotiations which are now going on—such a *reapprovement* between gold and silver will follow that the rupee will retain a rate of exchange at least as high as that at which it is now artificially sustained.

Those who are oppressed by this bugbear of over-production will do well to study a memorandum on the relative production of silver and gold since 1873, which an old Eastern resident, Mr. Frank Forbes, contributes to the July number of the *Blitzkrieg*. In the theory of relative production had been allowed to rule, the ratio in 1870-10 would have been 50 to 1, and the ratio forty years later only 14 to 1. But the "compensating-balance" effect of open mints kept the ratio steady in each case at 15. If one metal flowed out the other flowed in—and in the case of silver's oppositions had conduit-connected tanks—ill it is scarcely surprising that the balance should have come to prevail, that is, 1s. 3d. was a natural law. What ratio will be received on the current negotiations have a practical basis—or how it may be reached in a point with which we are not now concerned. We are concerned to affirm only that the recent slump is not caused by over-production, since the relative ratio of production is the lowest for many recent years. If 1s. 3d. of gold is valued at 30s. of silver, when the ratio of production is only 1 to 15.8, it is because the enormous consumption of the mints has been stopped and the stream of supply were hardy find an outlet. The remark that, if the case were reversed, there is a trifle one, still, those victims of a "superabundant" delusion may, perhaps, be asked once more to reflect what would happen if the mints which are now open to gold and closed to silver instead. The result may facilitate a conclusion that the best way to deal with streams of all kinds is to restore normal outlets when these have been obstructed; and the Majority Report of the Committee on Agriculture may tend to show that such an opinion is gaining ground.—*L. & C. Express.*

Finally we come to the practical suggestion of one who signs himself "Major-General" and seems to have favoured the *Post* with opinions formed from his own personal knowledge and observation in some of the colonies. He says he believes that "by the voluntary aid of our Colonies we might increase our Army, to their advantage by strengthening their defences and by enlisting a certain class who seek an adventurous life, and to other own by tapping the *gold* for recruitment and adding fresh

backs to the Empire." Then he goes on to suggest that the wishes of the Canadians be considered, and that the Regiment raised there be sent back for service, and at the same time that they should be encouraged to raise a second battalion, one for men's abroad, to be paid for by the Home Government, and one to be permanently quartered in that country at the Colonial expense. He thinks the Colonies would follow this example, and "in a few years we might have to new battalions of brave and hardy soldiers added to our hard-worked Army."

## NOT ANDA.

### CALENDAR.

SEPTEMBER.

Auctions.

PUBLIC AUCTION  
OF  
THE FURNITURE, &c.,  
OF  
MOUNT AUSTIN HOTEL.  
THE FIRST OF A SERIES of Sales will take  
place on  
MONDAY, the 13th September, 1897,  
at 2.30 P.M.,  
in the NEW BALL ROOM of the HOTEL,  
where the Undersigned will Sell by  
PUBLIC AUCTION,  
A LARGE QUANTITY OF  
BED-ROOM FURNITURE  
of every description.  
On View from SATURDAY, the 11th Sept.,  
Catalogues will be issued.  
TERMS OF SALE:—Cash on delivery.  
N.B.—In addition to the usual tram service,  
Special Cars will run every quarter of an hour  
between 3.30 P.M. and 3.30 P.M. on Sale days.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 4th September, 1897. [1354]

GOVERNMENT NOTIFICATION.  
No. 351.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
MONDAY,  
the 13th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 23rd August, 1897. [1358]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday, the  
13th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND at North Point, in the Colony  
of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements		Contents in Square Feet.	Annual Rent.	Upset Price.
			N.	S.			
1,442	North Point	16 40 90 50 4,000 16 612					

GOVERNMENT NOTIFICATION.  
No. 351.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
TUESDAY,

the 14th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 28th August, 1897. [1360]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Tuesday, the  
14th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of Three Lots  
of CROWN LAND at Hung Hom, in the Colony  
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements		Contents in Square Feet.	Annual Rent.	Upset Price.
			N.	S.			
1,443	W. of Market	150 150 47.5 47.5 7,185	10	10	7,185	10	1,351
1,444	"	150 170 47.5 47.5 7,185	10	10	7,185	10	1,351
1,445	"	150 150 47.5 47.5 7,185	10	10	7,185	10	1,351

GOVERNMENT NOTIFICATION.  
No. 352.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
WEDNESDAY,

the 15th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 28th August, 1897. [1373]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Wednesday,  
the 15th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND at Huk Hom, in the Colony  
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements		Contents in Square Feet.	Annual Rent.	Upset Price.
			N.	S.			
1,446	Front of Market	150 150 47.5 47.5 7,185	10	10	7,185	10	1,351

GOVERNMENT NOTIFICATION.  
No. 353.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
THURSDAY,

the 16th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 28th August, 1897. [1379]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Wednesday,  
the 15th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND at Huk Hom, in the Colony  
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements		Contents in Square Feet.	Annual Rent.	Upset Price.
			N.	S.			
1,447	Front of Market	150 150 47.5 47.5 7,185	10	10	7,185	10	1,351

To be Let:

TO LET.

"BACONSFIELD"—Offices now  
occupied by Messrs. BUTTERFIELD &  
SWINE—Possession from 1st October, 1897.  
GODOWN IN DUDDEN STREET.  
Apply to

BELLIOS & Co.  
Hongkong, 8th September, 1897. [1379]

TO LET.

HOUSES at the PEAK.  
Apply to

H. L. DENNYS,  
Crown Solicitor's Office.  
Hongkong, 6th September, 1897. [1362]

TO LET.

DWELLING HOUSES—  
HOUSES in RUPON TERRACE,  
No. 20, ELGIN STREET.  
FLOORS in STAUNTON and ELGIN  
STREETS.  
GODOWNS in BLUE BUILDINGS;  
Apply to

THE HONGKONG LAND INVESTMENT  
AGENCY CO., LTD.  
Hongkong, 22nd July, 1897. [11]

Intimations.

CAN'T STOP IT!  
A TIDAL WAVE OF POPULARITY.

THE  
BEST  
MOS-  
T  
WHOLE-  
SOME

BEER.

WATKINS & CO., Sole Agents for Hongkong. [13]

J.-J. CARNAUD, 3, rue d'Argout, PARIS  
TIN BOXES  
STAMPED ARTICLES  
FOR  
MILITARY  
EQUIPMENT  
Apply to Messrs. DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

YELSONIC.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM ANTWERP, LONDON, SUEZ,  
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk into the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From Colombo, ex S.S. Hindoo.  
From Madras, ex S.S. Sassandra.

Optional Goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4  
P.M. will be subject to rent.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, 5th September, 1897. [13]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk into the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Bellavista and  
Rome.

From Australia, ex S.S. Valletta.

From Persian Gulf, ex S.S. Astyris, Khan-  
dalls and Narth.

From Zanzibar, ex S.S. Camara.

Optional goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4  
P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, 5th September, 1897. [13]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

FOR further Information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [13]

NOTICE.

THE Company's Steamship

"SUISAN"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on  
board after 4 P.M. of the 12th inst., will be landed  
at Consignees' risk and expense into Godowns  
at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 10th September, 1897. [1391]

NOTICE.